NEW YORK HERALD

PUBLISHED BY THE SUN-HERALD CORPORATION, 280 BROADWAY; TELEPHONE, WORTH 10,000.

Directors and officers: Frank A. Munsey, President; Ervin Wardman, Vice-President; Wm. T. Dewart, Treasurer; R. H. Titherington, Secretary.

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By Mail, Postpaid.	One Year.	Six Months.	One Month.
DAILY & SUNDAY...	$12.00	$6.00	$1.00
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THE NEW YORK HERALD was founded by James Gordon Bennett in 1835. It remained the sole property of its founder until his death, in 1872, when his son, also James Gordon Bennett, succeeded to the ownership of the paper, which remained in his hands until his death, in 1918. THE HERALD became the property of Frank A. Munsey, its present owner, in 1920.

THURSDAY, JULY 27, 1922.

What the Priority Order Means.

The Interstate Commerce Commission's order for priority railroad shipments and emergency use of rolling stock, particularly for coal movement, does not mean any step taken toward the termination of the railroad strike. It does not mean help in the general operation of the railroads. It does not mean fuller and freer transportation service, either freight or passenger, for the public. On the contrary, unless the roads are in shape to handle all the business that is offered to them, on top of the priority business, it means just the opposite.

The Commission's intervention, under the powers conferred on it by the national transportation act, is an emergency measure pure and simple to make sure, should the worst come to the worst, that at least the public's food shall be hauled for it and that there shall be hauled the coal and other supplies that are essential to the existence of the public and to the operation of the utilities on which the public is dependent for its heat, light and power. In other words, the Interstate Commerce Commission is taking precaution that, come what may, the public shall not starve, freeze, travel afoot and grope in the dark.

But if the coal strike situation does not clear up and if the railroad strike situation does not improve, the very precautionary measures put into force by the Interstate Commerce Commission will cause inconvenience, discomfort and loss to the public in other directions. It will hamstring numerous great industries and cripple many more. It will hurt all business and some it will kill.

This is not to say that the Interstate Commerce Commission order is a bad thing. Far from it; it is a good thing and it is a necessary thing. To wait, in case the coal strike and the railroad strike should go on indefinitely—to wait before acting until the American people actually were starving, freezing and groping in the dark would be an economic folly and a moral crime. To insure now against the possibility of such a national calamity is forehandedness and sense.

In the meantime, while the country continues to be assured of its food supply and of a sufficient fuel supply to keep imperatively needed wheels turning, the railroad strike remains to be settled or to be defeated; the coal strike remains to wear itself out or to be fought out. Nothing in respect of those situations is changed. The public looks on in no immediate fear of hunger but with no assurance that the strikes are near the end.

That is exactly why the Interstate Commerce Commission's order for priority shipments has gone into force—because those strikes still are to be dealt with. In that new shipping program, therefore, is comfort for the American public, but not, as yet, sunshine.

Protecting Trees From Stock.

The practice followed on many farms of surrounding every tree in a pasture with a guard of some sort is a good one and should be generally adopted, as it protects the tree from injury by the horns of cattle or the teeth of horses, which gnaw the tender bark of many varieties of shade trees.

One of the easiest of these protectors to install comes in the shape of a portable fence. If the tree guards are painted a dark green or black they are ornamental as well as useful. The trees in many Kentucky blue grass pastures are cared for in this manner.

Too few farmers appreciate the value of shade for their stock. The wisdom of providing shade trees in pastures was understood by the Wadsworths, who settled in the Genesee Valley. They stipulated in farm leases that so many trees should be left on each acre of their holdings, which amounted to more than 60,000 acres. Many of those trees—lordly oaks and handsome black walnuts—are standing to-day in pastures whose sod has never been turned by a plow. They are monuments to the farsightedness of the early proprietors of the land.

Owning timber land to-day is like having money in the bank, and prudent farmers are husbanding their resources in the shape of trees. A wood lot may be meager, but with intelligent treatment it can be made to give a good return either in yearly growth or in the shape of firewood. Only dead or fallen trees should be used for the fireplace or the cooking stove.

A White Feather Bonus Congress.

One of the most consistent and insistent newspaper advocates of a bonus distribution in cold cash among the soldiers that went across the seas and the soldiers that did not go across, among the soldiers that had no scratch as among the soldiers that were maimed and broken, is frankly fearful that the last lingering chance for the five billion dollar raid on the Federal Treasury and the national taxpayers has gone a-glimmering for this session unless provision is made at once for a sales tax to pay the bonus.

But the very members of Congress who have been hottest for the bonus in their belief that this was the way to get the soldier vote for themselves at the primaries and at the November elections have been strongest against the sales tax. They are not afraid to check out of the Treasury for the soldier vote, but they are afraid to risk the American public's vote after they have put a sales tax on every American citizen—put it on, not to take the place of other and heavier and worse taxes, but put it on to top all the other taxes borne by the public.

The white feather bonus Congressmen were willing at any time to face the job of battering in the Treasury; but from the very start they have shrunk from facing the sales tax issue at the ballot box.

The only place for any bonus measure of such politician statesmen is the scrap heap.

The Tragedy of the Roma.

As to the cause of the original accident which sent the military dirigible Roma crashing to earth at Norfolk, Virginia, on February 21, the Italian engineers, representing the country in which the airship was constructed, and the American Army Air Service, representing the nation which bought her, do not agree.

As to the cause of the horrible conflagration which followed the airship's crash and which cost the lives of some, if not all, of the thirty-four Americans who died in that heartrending disaster there is no doubt. The Army Air Service report on the catastrophe, issued yesterday, tells the story in these two sentences:

> "Undoubtedly the loss of life in this accident would not have been so great if the supporting medium in this envelope had been a non-inflammable, non-explosive gas such as helium.
>
> "In addition to the safety measures indicated above this accident shows clearly that in such large airships, when possible, helium should be used in place of hydrogen."

And the ghastly fact is that this finding is nothing except a confirmation of what every reasonable man and woman knew from experience and observation when the shocking Roma tragedy occurred.

The United States contracted abroad for two great dirigibles to be delivered after the close of the war. One was the British R-38, later known as the ZR-2; the other was the Roma. When these two contracts were made the United States had produced the non-inflammable gas helium in quantities sufficient for use in place of the dangerous, inflammable hydrogen. Yet the ZR-2 was equipped for hydrogen, and when on August 24, 1921, the monster airship, on her final trial trip, buckled over the River Humber and fell to destruction, killing seventeen Americans and twenty-seven of her British crew, the explosion of the hydrogen in its gas bags contributed greatly to the horror. At that time THE NEW YORK HERALD said:

> "If this country is going in for dirigibles it will be better for it to make its own. Let us use American engines, bodies, bags and gas. And let the gas be helium. If we can't afford helium we can't afford dirigibles. Least of all can we afford, whatever the condition of the Treasury, to risk the lives of our fighters unnecessarily. The tragedy of the Humber ought to be a lesson."

But the tragedy of the Humber did not teach a lesson to the authorities in charge of aeronautics. Within six months almost to a day the Roma was sent up with hydrogen in her gas bags, to crash to earth, the funeral pyre of thirty-four men whose lives were sacrificed to the use of a dangerous element where a safe element should have been used and might have been used. Then THE NEW YORK HERALD said:

> "It [the ZR-2 disaster] ought to have been a lesson if anything in the world could be a lesson. But evidently to stupidity of the first order no lesson is impossible to forget."

Every word of warning and every phrase of criticism THE NEW YORK HERALD has uttered with regard to the use of hydrogen in dirigibles when helium is obtainable is justified by the official admissions of the Army Air Service in the report on the Roma now before the public.

And it is time for the authorities to act for the prevention of such tragedies in the future. If the army and the navy must have dirigibles—though why these clumsy, vulnerable vessels are wanted no man can see—let them be American in every detail of manufacture and equipment.

And if men die hereafter because they are sent aloft with hydrogen when helium might be used, the authority ordering them into unnecessary danger will bear a crushing moral responsibility, if it escapes professional odium and public censure, enforced, perhaps, by serious legal penalties.

The Coal Shipment Breakdown.

Secretary HOOVER objects to having any of the blame put upon his Department for the sudden and reprehensible breakdown in moving coal trains from the non-union mines. He says the Department of Commerce has nothing to do with railways or cars. Of course it has not, and nobody said it had.

What THE NEW YORK HERALD did say was that when the Department of Commerce was moving heaven and earth to get the soft coal supply rationed and its price stabilized it would have been a sensible thing for the Department, along with other Government agencies, to take a live and effective interest in seeing that there were coal cars to get the coal away from the mines so that there would be an actuality to ration and stabilize.

But, at that, there was no special reproach for the Department of Commerce. The reproach was on all the railroads, on all the intervening Government agencies and on everybody concerned for an efficiency default that was appalling.

Secretary HOOVER also says, and this is more to the point, that the cause of the utter collapse of shipments from the non-union mines after they had worked their product up to a capacity sufficient to supply two-thirds of the present soft coal needs of the country was not lack of rolling stock but lack of railroad workers to handle the abundant coal cars in good order. Then there is a striking difference in the facts as thus presented from the railroad version of the matter, other Government statements on the trouble and general reports on the situation. And it might be a good idea to have some teamwork among the various Government agencies, the railroads and all concerned in giving out information and facts on strike developments and conditions both at the mines and on the railroads.

In any event, after the absolutely inexcusable collapse of the soft coal shipments from the non-union mines for whatever reason, the Interstate Commerce Commission has now taken in hand not only the matter of rolling stock to transport the coal but the need of clearing the tracks of non-essential traffic in the way of coal trains, the release of rail workers from dispensable haulage for transfer to the indispensable coal haulage, with other aids and improvements in the direction of getting out the hundreds of thousands of tons of soft coal all ready and waiting at the non-union mines to go to the consumers in such desperate need of it.

All this might have been done two weeks ago, before, not after, the breakdown at such a crucial moment, and it might have meant a vast quantity of soft coal delivered in the bins and storeyards of consumers now instead of banked up at the mines. But it wasn't done, and the thing to see to now is that henceforth the coal does move from the mine, where it is of no use, to the furnace and the boiler, where it is necessary to the country's industrial life.

Alligators in Home Waters.

New Jersey and Massachusetts are engaged in alligator hunts right in their home waters.

A news report from Brooklawn, New Jersey, says boating parties and individual volunteers are exploring Timber Creek for a well authenticated saurian of large dimensions that has suddenly appeared to bathers and to peaceful, steadygoing anglers, much to their discomposure. ALOYSIUS FIRLEIN, while fishing with a hook and line, saw the beast four times. He tried to catch it, but it got away.

It is now described as being more ferocious in appearance than in its attitude toward spectators. It skulks to seclusion when approached. But bathers do not like to contemplate the possibility of being suddenly joined in their aquatic sports by a robust alligator with a two foot smile, and fishermen are getting tired of having it around. So now there is an alligator hunt on in Jersey.

The Massachusetts alligator is in the Dismal Swamp, between Ware and Gilbertville, in Worcester county. Game Warden DENNIS F. SHEA believes it is the same alligator MILTON BAGG of Belchertown brought from Florida sixteen years ago and turned loose when it had grown to be three feet long and was becoming over sociable in its habits for a household pet.

Mr. BAGG gave to his sturdy Florida pet the freedom of the seas in a pond about half way between Belchertown and Bondville. From there Warden SHEA thinks it must have made its way up stream to the Dismal Swamp. That some sort of strange amphibious creature is haunting the dark waters of that swamp is an article of faith with dwellers in the neighborhood. The Springfield *Union* says it has been seen by too many folks for its existence to be doubted, and these witnesses, remarks the *Union*, are not persons who would make any statement lightly.

So there we are. Alligators in New Jersey waters and alligators in Massachusetts waters. Just how the big saurians manage to stand our Northern winters is not explained. It is suggested that there may be warm springs in the lower depths of the Bay State's Dismal Swamp. But even admitting that there are piping hot springs in a Massachusetts swamp, how would that keep an alligator from freezing to death in Timber Creek, New Jersey?

These are proper subjects for midsummer meditation. They may be pondered in the swaying hammock. The light minded may even make bootlegger jests about them. But there can be no satisfactory decision until Connecticut is heard from.

There is something strangely significant in the silence of Connecticut at this juncture. Hair raising alligator stories breaking loose to the right and to the left of her and not a peep out of the Land of Steady Habits, where more astonishing midsummer things happen to the square mile than in all the rest of New England! It isn't natural. Just as likely as not the Nutmeg State has got something up her sleeve. It need surprise nobody if, say, Connecticut, in the final showdown, sees those Jersey and Massachusetts alligators and goes them a whole menagerie better.

New Triumphs of Ty Cobb.

"We're twenty, we're twenty, who says we are more?" shouts that jubilant, perennially youthful TYRUS RAYMOND COBB, as he whangs his way to the batting leadership of professional baseball. With a percentage of .410 the Georgia Peach, in his eighteenth year in the American League, is batting harder than he did in fifteen seasons of his illustrious career on the diamond. In 1910 he attained his pinnacle with an average of .420 and the following season saw him bat for .410.

In 1922 he promises to outdo himself, and that at the age of 36, which in baseball is equivalent to 56 in nearly every other walk of life. In law, in commerce, in medicine, a man of 36 is in his prime. But a professional baseball expert at 36 is as rare as a famous surgeon at 26. Life in the major leagues is intense, competition is keen, careers must be jammed into half a decade. A player who has been in the highest company for ten years is called an old man, a creaky jointed veteran.

And here's COBB at 36 setting a merry pace and still defying Time. Clean living, supreme confidence, a fine sense of humor and sportsmanlike aggressiveness are the qualities which have made COBB the outstanding figure he has been these many years. In defeat as well as in victory he carries his famous smile and an unquenchable spirit. His aggressiveness is not of the offensive, obtruding kind. He really hasn't an enemy in all the grand stands and bleachers of the American League, for the very fans who are loudest in their uncomplimentary remarks about TY in the heat of battle are even louder in their praise of him when the contest is over. Baseball is indeed fortunate in its possession of a luminary like COBB.

COBB has not only climbed to the top in batting but achieved a notable success as a manager this season. Last winter critics predicted his resignation as leader of the Detroits before July 4. But here he is entering August with his Tigers among the first four.

"I have nothing to say on this unpleasant subject," was the Earl of BALFOUR'S reply to an interviewer's request for some comment on the occasion of his seventy-fourth birthday. Probably when BALFOUR reaches 100 he will shoot the interviewer on sight.

Perhaps Dame Nature gave New York yesterday just to prove what she can do as to weather when she tries.

The late Prince of Monaco bequeathed to the Académie des Sciences, the Académie de Médecine, the Institut Océanographique, the Institut de Paléontologie Humaine de Paris and the Musée Océanographique de Monaco 1,000,000 francs each for the maintenance of their scientific works. Much of the great income he received from the casino at Monte Carlo went for science in his lifetime. The origin and disposal of this fortune offers an interesting topic for romancers.

Deaths from snake poison are rare in the United States, and it is an interesting circumstance that they have not become more common since prohibition made the traditional antidote harder to obtain.

The Mussel Slough Massacre.

Correspondent's Statement Corrected.

We are informed by a letter from Mr. John P. Irish, an attorney of Oakland, California, that errors appear in a communication from a correspondent to THE NEW YORK HERALD, published in its issue of July 8 last, concerning the eviction of settlers upon railroad lieu lands in the San Joaquin Valley, California, thirty-five years or so ago. The published communication stated that gunmen concealed in a covered wagon drove into the settlement when the colonists were gathered for some festival and that a sharp command of eviction by the only man visible in the wagon, an ex-convict, who afterward killed Judge Terry in defense of Justice Stephen J. Field, was met with pleas for delay. Mr. Irish states that the man who shot Judge Terry in defending Justice Field was not present at the Mussel Slough affair, that he was never a convict, and that he is now a respected citizen of California. We cheerfully publish the information as given by Mr. Irish.

White Butterflies.

These are the frail and wistful wraiths
Of those white blooms of yesteryear,
That, wooing bee and breeze and bird,
Budded and bloomed and withered here.

Haunting the sun swept garden paths
Where once their loveliness held sway,
To breathe dim, ancient memories
Upon the new blooms of to-day.

CHARLOTTE BECKER.

A Last Man's Club Here.

Three Members Survive of the Original Eight of 1874.

TO THE NEW YORK HERALD: An organization similar to the Last Man's Club described in a dispatch in your paper from Stillwater, Minnesota, was founded in this city about ten years prior to the Minnesota organization, the date of which is given as 1884.

The New Yorkers, who were young fellows just out of school, got the idea of their club from a story in *Blackwood's Magazine* called "The First and Last Dinner." I am not sure if in the original story the day of the first dinner happened to be the longest day of the year. This was, however, the day selected by the young New Yorkers for their annual meeting.

No rules or regulations obtained in this club other than some principles drawn from one of Dickens's characters whose name they gave to their club and one of which was: "The Wing of Friendship should always be expanded and serene; it should never moult a feather." For many years these annual gatherings were faithfully observed. Eventually the pressure of business, of professional duties and of political interests gradually interfered so that the few members now remaining out of the original number have not met for many years to fulfill the promise of their youth.

Five of them became physicians. One member from the humblest beginnings built up in the scenes of his youth a great money making institution. He died not long ago a rich man. Two others achieved political distinction, one as a judge, the other as an official of the city government. The latter was a brilliant lawyer, politically powerful in his day.

Of the original eight members three are still alive. Changes in worldly position, physical infirmity and pressure of professional duty may be said to keep them apart. But one of these survivors attended the funeral of a member lately deceased. Speaking as the historiographer of this organization I send greetings to the more faithful observers of their pledge, the members of the Last Man's Club of Stillwater, Minnesota.

JAY P. DEE.

NEW YORK, July 26.

Champions by Law.

Here Is a Proposal for a National Boxing Commission.

TO THE NEW YORK HERALD: Allow me to take issue with your correspondent Miles F. Leche, who criticises the State Athletic Commission for ruling that a certain boxer was no longer champion in this State.

The commission had no intention of making its decision paramount throughout the United States, though I think it had hopes that the boxing commissions in some of the other States would follow the precedent and rule that same boxer out of his championship in their States also.

Again, the men the commission named as the logical contenders for the crown in that class are without doubt the best in that class, and were chosen for that reason and not because they may happen to live in the Empire State.

But what I am really writing this letter for is to suggest that a national commission which would take up such matters ought to be established. The thing is too big for the States to take up individually. The only solution is a national boxing commission.

S. A. K.

NEW YORK, July 26.

The Marriage Lottery.

Bachelors of Both Sexes Might Be Included in Its Operation.

TO THE NEW YORK HERALD: The fact that a Jersey community has introduced a lottery scheme to promote marriages among the widows and widowers leads me to remark that there are a great many bachelors of both sexes who have never had a chance, however great their worth and accomplishment. Then why confine the lottery stimulus to the widows and widowers? Are we supposed to be under the wing of Dan Cupid, which means we do not require any extraneous assistance, or are we simply just forgotten in the scheme of things?

The widowers and widows have had a chance, so give the bachelors an opportunity in Paradise Lane.

JOHN CARROLL WEBB.

BRANDON, Vt., July 25.

First American Caddy.

William McKenzie Was Called Into Service by John Reid.

TO THE NEW YORK HERALD: In reference to the letter about the first game of golf, signed by A. P. W. Kinnan, I wish to say he is absolutely correct in saying the first game of golf was played in Yonkers.

I lived on the farm where the first game was played and I can remember distinctly John Reid called me from where I was sitting on a fence watching the game to carry his sticks and chase after the ball, and what makes this so clear to me is that John Reid lived only a short way from my house and I knew him very well. Among the others present were Harry Holbrook, John Upham, Harry Talmadge and Chip Pence.

After the game was over John Reid paid me for what I had done for him and made this remark:

"Willie, you have seen the first game of golf played in America," and I have never forgotten it.

WILLIAM MCKENZIE.

YONKERS, July 26.

The Little Girl With the Little Curl.

TO THE NEW YORK HERALD: Years ago a daughter of Mr. Longfellow told me that her father wrote the lines:

> There was a little girl
> Who had a little curl.

From the conversation I imagined that it was intended as a mild rebuke to a little lady who lost her temper inopportunely. At the same time Miss Longfellow told me—I think I am correct—that her father did not write the verse beginning "Mr. Finney had a turnip." At that time the lines setting forth the story of the guileless vegetable were pretty generally credited to Mr. Longfellow.

A ONE TIME SCHOOL TRUSTEE.

MOUNT VERNON, July 26.

A Well Equipped Town.

Noland correspondence in the Pocahontas (Ark.) Star-Herald.

Noland has two stores, one corn mill, a post office, one church, five school teachers, three preachers, several handy "Jacks of all trades," plenty of farmers, and a good prospect for plenty of fruit of all kinds, and some of us can make a good imitation of "white mule."

Reason for Roma's Fall Stays Hidden

Those Who Might Have Known Perished in Airship—Board Reports on Crash.

WASHINGTON, July 26.—American and Italian technical experts are in disagreement as to the most probable cause of the wreck of the semi-rigid Italian built army dirigible Roma February 21 last near Norfolk, Va., with the loss of thirty-four lives. The final report of the investigating board, embodying the Italian as well as the American conclusions, was made public to-day, with an accompanying statement from Secretary Weeks, declaring there was no controversy between American and Italian authorities involved.

The report stresses the statement that all the facts of the disaster can never be known. Those who might have known what sent the ship plunging to earth in a swift nose dive to be destroyed by fire on the ground perished in the wreckage. Physical evidence that might have told the story was consumed in the flames.

"At the very best," says the report of the board, headed by Major Davenport Johnson, Air Service, which sifted the evidence, "we can do no more than determine which of the possible causes were the most probable."

Briefly stated, the American experts reached the conclusion that flattening of the upper surface of the metal nose cap on the bow of the great gas bag caused a downward pressure as the ship drove along at probably sixty miles an hour, the down thrust was resisted by the stern stabilizers, and stresses developed which the evidence of one witness indicates caused a buckling of the keel frames, putting the rudder control out of commission and leaving the huge aircraft to plunge downward with her crew helpless to check the dive.

The Italian experts disagree with this view. They declare that the recalling "rudders," counterpoising the movement of the "up-down" rudder control, "probably overstressed" and broke, and this was followed by the rupture of the rudder control cables. This, they contend, left the "up-down" rudders free to assume the natural position, giving "a positive angle of attack of not less than eight degrees to the elevators, as has been recently proved by tests in Italy."

"This caused an immediate upward motion of the rear part of the Roma," the Italian conclusion continues, "and her consequent dive to the ground."

The Air Service report draws from the disaster certain definite lessons. It holds that in future such airships as the Roma should be inflated only with non-explosive helium gas; that provision should be made so that the ship's commander could drop all or any part of the ship's ballast instantly; so that he also could drop all gasoline fuel tanks in the same way, and so that he could cut off all motors instantly with a master switch. The board found that no ballast had been dropped before the Roma struck earth; that two of her six Liberty motors were still running, pulling her earthward, and that the gasoline fuel, as well as the hydrogen in the great bag was responsible for the terrific fire that followed the crash.

"Undoubtedly," the report says, "the loss of life in this accident would not have been so great if the supporting medium in this envelope had been a non-inflammable, non-explosive gas such as helium.

"In addition to the safety measures indicated above this accident shows clearly that in such large airships, when possible, helium should be used in place of hydrogen."

BOWDOIN PLANS USES FOR $500,000 LEGACY

Middlebury and N. Y. University Also Get Gifts.

BRUNSWICK, Me., July 26.—The legacy of $500,000 to Bowdoin College in the will of Edward H. Blake of Bangor will be applied in such a way as to preserve its memorial nature. The income alone is to be used in accordance with the wish of the testator.

College authorities understand no other restrictions are attached to the gift, an unusually large one for a college of the size of Bowdoin.

Mr. Blake was long president of the Merchants National Bank of Bangor. He was not a graduate of Bowdoin, but was there one year as a member of the class of 1877, of which Rear Admiral Peary, Gov. William T. Cobb and other men of note were members. He was a bachelor.

CAMBRIDGE, Mass., July 26.—Middlebury College is bequeathed $25,000 under the will of Miss Harriet S. Hazeltine of Groton, filed for probate here to-day. Among many other gifts are $2,500 to the public library of Wardsboro, Vermont; $5,000 to Vermont Domestic Missionary Society, and $5,000 to New York University.

EXPLORERS SELL CLUBHOUSE.

Justice Philip J. McCook has granted permission to the Explorers Club, of which Vilhjalmur Stefansson is president, to sell property at 150-154 West Eighty-fifth street. A. L. Rosenberg is the purchaser. The consideration was $22,000, of which $6,000 was cash and the balance in first and second mortgages. The directors have recently purchased property at 47 West Seventy-sixth street.

The Twilight Calls.

I like to hear at eventide the calls,
The far, faint cries of children at their play,
Mellowed by distance as the twilight falls,
A purple veil across the tired day.

The shouting comes in haunting minor strains,
Dear childish games known through the centuries,
And Memory takes us past the years' dim reigns,
Back to the days when we played on those leas.

THOMAS J. MURRAY.

Changing the Stamps.

Post Office Department Explains Why New Series May Be Adopted.

TO THE NEW YORK HERALD: I have read your editorial article of July 21 "Still More Meddling" and note your criticism relative to changes in designs of postage stamps which the Postmaster-General has under consideration. As the issue of postage stamps is under the jurisdiction of this bureau I am writing you with a view of placing before you the condition which prompts the Department to give consideration to a new issue.

You appear to be of the impression that a new issue of stamps is being considered because of the desire for new designs by stamp collectors. The Department's consideration of a new issue has not been advanced by demands from collectors but entirely because the interest of the service undoubtedly warrants a change from the present issue. Therefore, in order that you may form an opinion as to whether the expense of a new issue, in the event the Postmaster-General authorizes the change, is justified and necessary, I am pleased to submit certain facts concerning the Department's criticism of the present series.

The Postmaster-General has insisted that the strictest economy be practiced in the postal service in order that no deficit shall exist. Therefore, were it not for the fact that the arguments advanced by postal employees are worthy of note, no consideration would be given to a change for collectors alone.

In response to appeals of the Postmaster-General for suggestions for the betterment of the postal service thousands of letters suggesting a new issue of postage stamps have been received from employees of the postal service, who have pointed out the advisability of a more distinct variation in designs for postage stamps, as well as colors that do not possess a striking similarity. The Department knows that thousands of dollars in revenue are lost yearly to the postal service, due to striking similarity of stamps, as well as very little deviation in color, which prevents postal employees from detecting short paid mail matter. This liability to error is increased by cancellation, which often obliterates the numeral on the stamps to such extent that errors cannot be detected promptly. In fact, the present issue bears so many features alike that errors now made in handling mail with these stamps attached are in the majority of cases excusable. Particularly is this true in many of the larger post offices, where mercury vapor light is now being used. You will observe on investigation the similarity in colors between the one and eleven cent, six, nine and thirty cent, twelve cent and $1, eight and thirteen cent, and the five and thirty cent stamps. Inasmuch as the stamps from the one to seven cent denominations bear the portrait of Washington and the eight cent to $5 bear the portrait of Franklin, postal clerks cannot easily distinguish the denomination in the rapid handling of mail because of the lack of distinctive features that were so popular in the 1902 series.

With reference to the new special delivery stamp placed on sale July 12 it will probably be of interest to know that the cost for the preparation of a master die for the issue of these stamps amounted to only $432.91. The preparation of printing plates did not involve an additional expenditure of one cent, because the plates of new designs of postage stamped paper of the regular issue are not prepared until plates for printing the old series are of no further service, and in this instance the master die was unserviceable.

It may also be of interest to you to know that the sale of the new special delivery stamps to stamp collectors by the Philatelic Stamp Agency of this Department from July 12, the date they were placed on sale, to this date has amounted to $879.60. Inasmuch as the Government renders no service for these stamps the profit derived from the sale of the new stamps more than offsets the expense attached to the new issue. This same profit would be derived from the sale of a new issue of ordinary postage stamps should the Postmaster-General authorize the change. The cost of a new series of ordinary postage stamps would not entail an outlay of more than $5,000. This expense is so negligible in comparison with the labor saved and expeditious handling of mail, as well as protection of short paid mail matter, that the extra cost is not unreasonable. It is only in the case where the Department authorizes a special commemorative issue or special stamps other than the ordinary issue that an outlay of a larger sum of money is called for.

The Department welcomes suggestions and criticism of the postal service, and, as stated before, it is the intention of the Postmaster-General, as well as the Administration, to economize to the greatest extent in order that there may be no unnecessary expenditures. However, I am confident that you will agree with me, seeing that the reason the Department is giving consideration to a new issue is not because of a demand on the part of collectors but merely for the purpose of safeguarding the revenues of the Department, as well as speeding up the handling of mail matter, that a new issue of postage stamps would be justified.

THE EVENING SUN of November 2, 1909, contained an editorial protest, "From Mediocrity to Worse," showing a continuing interest in the Post Office Department which we appreciate.

Your interest in the postal service, which prompted you to criticize the Department's consideration of a new issue of postage stamps, is appreciated, for it is upon the final judgment of the public, for whose benefit the Department is endeavoring to render the best possible service, that the policies of the future are determined.

W. IRVING GLOVER,
Third Assistant Postmaster-General.
WASHINGTON, July 25.

Her Refuge.

Knicker—Jones says he owes all he is to his wife.

Bocker—Yes, he has declared a marrytorium.

The Illuminated Rooster.

From the Soldier (Kan.) Clipper.

Have you noticed how bright and with what lingering lights the fireflies are equipped this year? They seem wonderful and when flying through the air make one think of meteors. The editor has one black chicken in his flock. It is a great forager and often stays out late. The other evening it was in the big road especially late, catching bugs, and when it finally came home it had its crop so full of fireflies that it presented the appearance of a one eyed Ford coming up the road, and as it went into its roosting quarters the entire coop was illuminated.

Return.

I have come back to the hills again
From the city's toil and stress.
I have forsaken the ways of pain
To find my happiness.

I have come back to the hills again
To God's great open blue,
Where the winds sweep and the streams leap
And the earth is good and true.

I have come back to the hills again
To find my motherland,
And to hear the bluebird's glad refrain
Where the stately pine trees stand.

I have come back to the hills again
To the peaks that pierce the sky,
To the white birch singing in the rain
On snowy summits high.

I have come back to the hills again—
To find my God anew—
For the world's ways are not my ways,
And the love of the hills is true!

BLANCHE SHOEMAKER WAGSTAFF.

Daily Calendar

THE WEATHER.

For Eastern New York—Generally fair and somewhat warmer to-day; to-morrow partly cloudy, probably local thunder showers; moderate to fresh south and southwest winds.

For New Jersey—Generally fair and somewhat warmer to-day; to-morrow partly cloudy, probably local thunder showers; moderate to fresh south and southwest winds.

For Northern New England—Fair to-day, warmer in the interior; to-morrow partly cloudy, becoming unsettled; moderate south and southwest winds.

For Southern New England—Fair and somewhat warmer to-day; to-morrow partly cloudy and warmer, probably becoming unsettled; moderate to fresh south and southwest winds.

For Western New York—Partly cloudy and slightly warmer to-day; to-morrow unsettled, probably local thunder showers; moderate to fresh south and southwest winds.

WASHINGTON, July 26.—A disturbance of slight intensity was over Ontario to-night and moving eastward and pressure was relatively low over the plateau and southern Rocky Mountain regions, while high pressure prevailed over the northwestern States, the middle Atlantic and north Atlantic States and off the Atlantic coast.

In New England the weather will be fair and warmer to-morrow and partly cloudy, probably becoming unsettled Friday in New York and the middle Atlantic States. The weather will be partly cloudy and warmer to-morrow and unsettled, probably with local thunder showers Friday. In the south Atlantic and east gulf States and Tennessee the weather will be partly cloudy with scattered thunder showers Thursday and Friday.

Observations at United States Weather Bureau stations, taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	Temperature last 24 hrs. High.	Low.	Barometer.	Rainfall last 24 hrs.	Weather
Abilene	98	94	29.92	..	Cloudy
Albany	78	64	30.14	..	Clear
Atlantic City	72	68	30.18	..	Cloudy
Baltimore	74	68	30.16	..	Cloudy
Bismarck	86	62	30.12	.06	Pt. Cldy
Boston	70	60	30.22	..	Clear
Buffalo	82	60	30.08	..	Cloudy
Cincinnati	90	66	30.00	..	Cloudy
Charleston	88	76	30.04	..	Cloudy
Chicago	74	70	30.04	..	Clear
Cleveland	74	64	30.08	..	Clear
Denver	96	66	29.96	.02	Cloudy
Detroit	80	66	30.08	..	Clear
Galveston	86	80	30.04	..	Cloudy
Helena	72	52	30.16	..	Cloudy
Jack'ville, Fla.	92	76	30.04	..	Clear
Kansas City	94	68	29.96	..	Clear
Los Angeles	78	60	29.96	..	Clear
Milwaukee	72	66	30.06	..	Cloudy
New Orleans	86	76	30.00	..	Cloudy
Oklahoma	104	74	29.94	..	Clear
Philadelphia	76	64	30.18	..	Cloudy
Pittsburgh	82	68	30.06	..	Pt. Cldy
Portland, Me.	70	58	30.22	..	Clear
Portland, Ore.	74	56	30.18	..	Clear
Salt L. City	90	66	29.86	..	Cloudy
San Antonio	98	72	29.96	..	Clear
San Diego	74	62	29.96	..	Pt. Cldy
San Francisco	72	52	29.96	..	Clear
Seattle	70	54	30.12	..	Clear
St. Louis	94	58	29.96	..	Pt. Cldy
St. Paul	86	60	29.98	..	Clear
Washington	74	68	30.16	..	Cloudy

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	30.24	30.28
Humidity	79	70
Wind—direction	E.	S.E.
Wind—velocity	10	13
Weather	Cloudy	Pt. Cldy
Precipitation	..	..

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

8 A. M.	67	1 P. M.	66	6 P. M.	68
9 A. M.	67	2 P. M.	69	7 P. M.	67
10 A. M.	68	3 P. M.	70	8 P. M.	66
11 A. M.	70	4 P. M.	68	9 P. M.	66
12 A. M.	70	5 P. M.	68	10 P. M.	65

	1922.	1921.		1922.	1921.
9 A. M.	67	79	6 P. M.	68	78
12 M.	70	86	9 P. M.	66	77
3 P. M.	70	87	12 Mid.	65	75

Highest temperature, 73, at 10:50 A. M.
Lowest temperature, 64, at 2:30 A. M.
Average temperature, 68.

EVENTS TO-DAY.

Brooklyn Division, Metropolitan Federation of Daily Vacation Bible Schools, annual field day, Prospect Park, Brooklyn.

Thursday Club, luncheon, Hotel Pennsylvania, 12:30 P. M.

Southern Club, Columbia University, meeting, Room 411, Kent Hall, 4 P. M.

Citizens Water Condemnation Commission, hearing, Municipal Building, 4 P. M.

Alabama Club, Columbia University, tea, Room K, Earl Hall, 5 P. M.

Louisiana Club, Columbia University, meeting, Room 501, Hamilton Hall, 5 P. M.

Moliere Celebration, the Coburn Players will give "The Imaginary Invalid," Columbia University gymnasium, 8:15 P. M.

St. Rose of Lima Church, block party in aid of building fund, East Ninth street, between Ditmars avenue and Cortelyou road, Brooklyn, 8 P. M.

'THOROUGHLY FALSE,' WILSON ON VARDAMAN

Ex-President Attacks Mississippi Senate Candidate.

JACKSON, Miss., July 26.—In answer to a request that he give his opinion of former Senator James K. Vardaman, candidate for United States Senator, former President Woodrow Wilson asserted that he thought Mr. Vardaman "thoroughly false and untrustworthy."

Mr. Wilson's letter, received by Dr. J. F. McAleb of Carlisle and made public to-night, said:

"I have your letter of July 5. In reply let me say that I am not in a position to review Mr. Vardaman's record in Washington in detail, but I can sum up my impression of him in a single sentence:

"I think that he is thoroughly false and untrustworthy, and that it would be a great detriment to Mississippi and the nation if he should be returned to the Senate.

"With deep interest in the outcome of the contest of which you speak."

Mr. Vardaman is one of the three candidates for the seat occupied by John Sharp Williams, who is to retire.

GEN. SAWYER ANSWERS CHARGE ON VETERANS

Says Plans Are to Care for Disabled Men.

WASHINGTON, July 26.—Replying to charges that as chief coordinator of the Federal Board of Hospitalization he had delayed and obstructed the Government's program for care of disabled war veterans, Brig.-Gen. Sawyer, President Harding's personal physician, to-day declared "facts certainly show that the United States Government is doing every consistent thing possible for the disabled veteran, and for the length of time at its disposal everything has been achieved which human agency could accomplish."

Gen. Sawyer declared that "it is the determination of the present Administration to give to the disabled world war veteran the very best of hospital service that can possibly be provided." There are at present, he added, ninety-nine Government hospitals in the United States with a capacity of 28,412 beds, 10,191 of which are at the present time unoccupied and the Veterans' Bureau has under the process of construction at the present time 3,500 additional beds, "which have already been located and work commenced."